

## Such tobacco enjoyment

as you never thought could be is yours to command quick as you buy some Prince Albert and fire-up a pipe or a home-made cigarette!

Prince Albert gives you every tobacco satisfaction your smoke-appetite ever hankered for. That's because it's made by a patented process that cuts out bite and parch! Prince Albert has always been sold without coupons or premiums. We prefer to give quality!



On the reverse side of this tin you will find the "Process Patented July 20th, 1907," which has made three men smoke pipes where one smoked before!

## PRINCE ALBERT

the national joy smoke

has a flavor as different as it is delightful. You never tasted the like of it! And that isn't strange, either.

Buy Prince Albert everywhere tobacco is sold in tippy red bags, 5c; tidy red tins, 10c; handsome pound and half-pound tins, humidor and—just cooking fine pound, crystal glass humidor with sponge-moistener cap that keeps the tobacco in such clever trim—always!

Men who think they can't smoke a pipe or roll a cigarette can smoke and will smoke if they use Prince Albert. And smokers who have not yet given P. A. a try-out certainly have a big surprise and a lot of enjoyment coming their way as soon as they invest in a supply. Prince Albert tobacco will tell its own story!

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.



J. M. PROCTOR,  
AGENT.

Mrs. M. A. Murphy and Mrs. Mary H. Ford, of Quincy, were guests of their daughter and sister Mrs. J. M. Proctor and her husband, Mr. J. M. Proctor, at the Warren Hotel, Quincy, Mo., on Monday.



After the selection of a building plot and plans for the home the most important thing is the purchase of the building material.

In the matter of materials we guarantee you  
**Best Quality,  
Most Favorable Prices,  
And Prompt, Efficient Service**

No matter what your troubles may have been before, when you come to us for materials your difficulties disappear.

— SERVICE FIRST —  
**CONWAY LUMBER COMPANY**  
QUALITY ALWAYS  
MONROE CITY, MISSOURI.

### The Farmer and the Strike.

The Republicans have never been able to regard the farmer as they do other business men, or to treat the farmer's business as they do other business. The whole legislative record of the party shows this; the line of argument used to the farmer by their speakers and in their printed literature shows it. The best and most remarkable example of this is the proclamation they are now putting out that the settlement of the strike by President Wilson was of no value to the farmer and that a great burden in the way of increased freight rates will fall upon his shoulders.

There is no basis for either as

The strike would not have caused the farmer to actually suffer for food or for fuel as the poor in cities would have suffered. But his business would have suffered.

With the railroad traffic of the nation blocked, the farmer's business would have suffered along with other business—in some ways more. He would have seen his grain, his corn, his cotton, all his staple products, held on the farm or running up storage charges in warehouses, of no present use or value, and to be later sold in an unopened market. Were he shipping on contract he would have been forced to break his contract.

He would have seen his fruit and vegetables and all perishable products rot for lack of transportation to market, a dead pile of loss to him and a disorganized market at the end.

Those farmers who are feeders of livestock, and who depend in part on purchased foodstuff, would have suffered extra losses.

The farmer would have suffered inconvenience and loss as to every thing he ships to market and as to every thing he buys from other points.

And in addition to this direct loss, he too, with the rest of the population, would have suffered from the disastrous state of the business of the country brought about by the strike. The farmer is not prospered by labor being idle, manufacturers, mines, mills and stockyards closed and all commerce handcuffed with the poor suffering for food and the babies for milk in the cities.

The hurried increase of freight rates the farmer is going to have to pay is mere presumption. No promise of increase has been given the railroads. What has been promised is that an investigation shall be made and just and fair freight rates allowed. How welcome the fulfillment of this promise will be to the railroads is a question.

The net earnings of the railroads of the country for the year ending June 1, 1916, were 768 million dol-

lars more than the last year of the Taft administration. This indicates a possibility that the establishment of "just" rates does not necessarily mean higher rates. The water in railroad stocks, the manipulation in railroad deals and management, may cause it that the "burden" is to be borne by the men in Wall Street who got millions for sight or even dubious services to railroad management, as in the New Haven instance, instead of the shippers bearing the burden, be the shippers farmers or miners or manufacturers or lumber men.

For two years the Interstate Commerce Commission has been having made a physical valuation of the railroad property in the United States. Upon its actual value and not upon their watered stocks are taxes and freight rates to be computed and based. The question of just and fair freight rates is already being carefully investigated by Congress when it meets in December. The railroads are going to be allowed to charge just freight rates and their successful operation is of so much value, so necessary to the well being of the country, that no good business man, farmer, merchant, miner or manufacturer, is going to begrudge them the right.

The position and the arguments of the Republicans exemplify and prove their total inability and continued refusal to view the farmer in his true position in American life—a business man; that there is producing end to his business as to that of the miner or manufacturer; that there is a selling end to his business as to others, a financial phase to his business as to others; that as a shipper and as a receiver of freight he stands in the same shoes as the other shippers and receivers.

And a main fundamental difference now between the two parties is that the Democrats under Wilson have recognized the farmer's realm.

### And Now They All Blow Whistles For Wilson.

Phil Liston, of 4652 Russell avenue, a railroad engineer for the Terminal, was disappointed Wednesday because he did not have a chance to blow his engine whistle in a salute to President Wilson who had to cancel his speaking engagement here.

"About four years ago," said Liston, "when Wilson came to St. Louis to campaign here, I was the only engineer in the yards to blow my whistle for him. I was grieved a whole lot then by my brother engineers, but how different today. There is not an engineer in the United States now but will whistle for President Wilson, whenever his train goes by."—St. Louis Republic.

Read the Democrat.

See the



Tues. & Thurs.

## Gem Theatre

Coming Thurs. Blanche Sweet in 'Stolen Goods'

Tues., Oct. 17 Mary Pickford



### "Behind The Scenes"

Five Part Drama

Thurs., Oct. 19 - Marguerite Clark



### "Pretty Sister of Jose"

Five Part Drama

There is one political subject which Mr. Hughes must admit requires no investigation, namely, the class of interests for which he stands. Messrs. Penrose and Smoot are his models for statesmanship, Crane and Hitchcock are his political managers and Taft and Estabrook are his campaign speaking companions.

Mr. and Mrs. A. J. Goodman and baby, of Louisiana were the guests of Rev. and Mrs. W. H. Johnson the first of the week they were enroute home from a visit in Kansas City.

## We Make Portraits That Stand The Test Of Time.

**I**N Five-ten-fifteen years from now when you are looking at your fall 1916 portraits, you will mentally thank us for our reminder that brought you into our studio to arrange and sit for this 1916 fall portrait

Let us show you—in our reception room—the latest ideas in artistic portraiture—suitable for the time—to the period—TODAY

Yours respectfully,

Belle Johr son